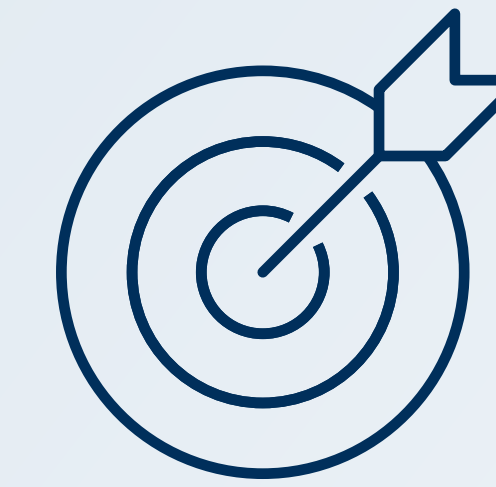


30 by 2030: TEN-T must deliver modal shift

Shifting more freight to rail is an essential contribution and a necessary condition to fulfil the objectives of the European Green Deal!

Rail carries around **17% of Europe's inland freight**, versus a massive 73% transported by road.



Target 2030



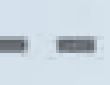
30% of all goods transported by rail in Europe



Rail Freight Corridors: a European network for competitive rail freight

The 11 Rail Freight Corridors (RFCs)

- RFC1 Rhine-Alpine
- RFC2 North Sea-Mediterranean
- RFC3 Scandinavian-Mediterranean
- RFC4 Atlantic
- RFC5 Baltic-Adriatic
- RFC6 Mediterranean
- RFC7 Orient/East-Med
- RFC8 North Sea-Baltic
- RFC9 Rhine-Danube
- RFC10 Alpine-Western Balkan
- RFC11 Amber

-  Multi-corridor station
-  Single-corridor station
-  Expected extensions / RFCs



Source / © 2021 RNE

Rail Freight Corridors: a European network for competitive rail freight

What are Rail Freight Corridors (RFCs)?

A set of routes over which EU Member States must facilitate international rail freight. The framework was agreed in the 2010 RFC Regulation aiming to create a European rail network for competitive freight traffic.

RFCs are the backbone of the sustainable movement of goods across Europe. They help interconnect Europe's infrastructure, and are also fundamental for a connected European economy.



Discover the RFCs in this video from RailNetEurope

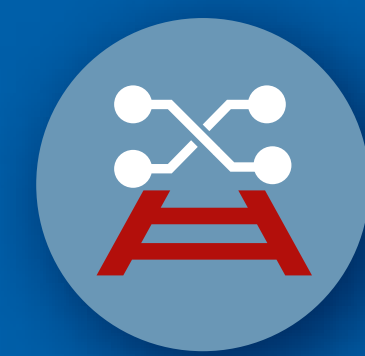
RFCs were established to meet three sets of challenges:



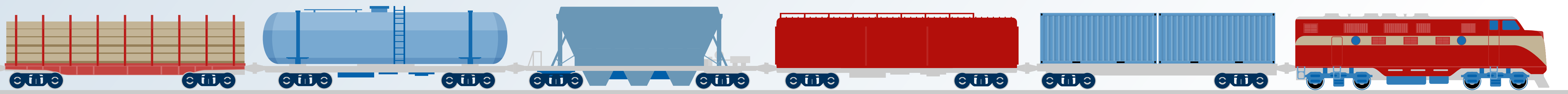
Strengthening cooperation between infrastructure managers on path allocation, deployment of interoperable systems and infrastructure development.



Striking the right balance between freight and passenger traffic along RFCs, while securing adequate capacity and priority for freight and ensuring common punctuality targets for freight are met.



Promoting inter-modality by integrating terminals into corridor management and development.



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The **European Green Deal** calls for a substantial part of the ~75% of inland freight carried today by road to be shifted onto rail and inland waterways.

The **RFC Regulation** (Reg. 913/2010) has brought positive developments for European rail freight in terms of coordination between infrastructure managers, however there has been no significant increase in rail modal share during the past years.

The revision of the Regulation therefore is a **key opportunity to make improvements** to ensure modal shift to rail freight happens and the European Green Deal becomes a reality:

Empower RFC Executive Boards by strengthening their role and responsibility.

Create 'European Transport Corridors' (ETCs) that integrate RFCs with the current Core Network Corridors for enhanced cooperation.

Give a clear coordination role to RFCs in the harmonisation of traffic management procedures and information exchange to meet customers' needs.

→ A strong pillar for a virtual European Traffic Management network can depend on the know-how and experience of RFCs.

Replace the Corridor-One Stop Shop (C-OSS) by a "Corridor Account Manager" (CoAM) which would support and coordinate infrastructure managers in offering harmonised international capacity in line with customer needs, while the operational business dealing with concrete train path allocation would be handled by the infrastructure managers.

Provide more and better infrastructure capacity for freight traffic via

- a sound legal basis for the redesign of the international timetabling and capacity allocation process (TTR) for smart capacity on the European network;
- precise planning of capacity restrictions;
- reciprocal commercial conditions for efficient capacity management;
- and boosting digitalisation in capacity management.

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Find out more about RFCs and TTR



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Implementing 5 technologies making rail freight

SEAMLESS



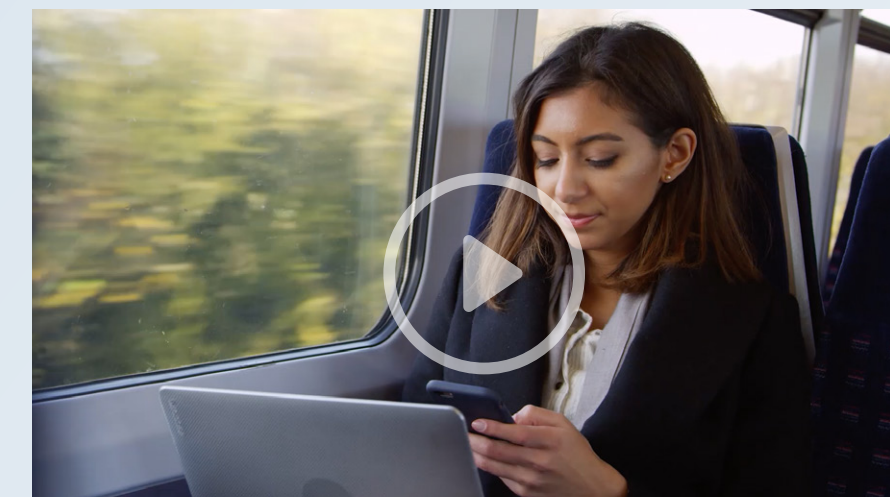
DIGITAL PLATFORMS

BORDERLESS



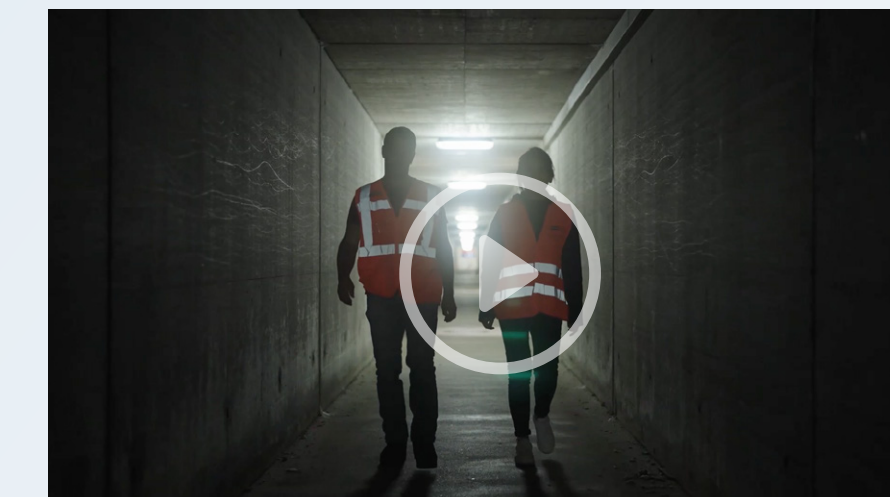
EUROPEAN RAIL TRAFFIC MANAGEMENT SYSTEM

FLEXIBLE



DIGITAL CAPACITY MANAGEMENT

EASIER



AUTONOMOUS TRAIN OPERATION

FASTER



DIGITAL AUTOMATIC COUPLING

TEN-T, by promoting interoperability, digitalisation, automation and multimodality, will enable high-performance rail logistics processes that support our daily lives.

Fast implementation of new technologies to rolling stock and existing infrastructure will allow Europe's rail freight industry to finally unleash its full potential. Together with radical transformation in terms of **European co-operation** among all players within the logistics chain, as well as **levelling the playing field between transport modes**, these technologies can help deliver **a rail modal share of 30% by 2030**.

Find out more:



Rail-based multimodality

As we enter an era of energy scarcity, rail-based multimodal transport is the way forward. For multimodality to develop, trucks need to become more rail-compatible, whereas railroad terminals need to expand.



To accommodate rail-road multimodality, railways have invented various transshipment techniques and innovative wagon types.

Discover CER's guiding principles to enhance Europe's multimodal potential

